

PROVA DE INGLÊS

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Leia o texto abaixo e responda, em português, as dez perguntas listadas a seguir (é permitido o uso de dicionário inglês/português).

New Plans for Bicycle Parking in Amsterdam

While it is lush with grand parks, sweeping pavements, and beautiful streets, Amsterdam is simply running out of spaces for its citizens to park their bicycles – there are 881.000 bicycles and only 400.000 official parking spaces. Bicycles that are not parked in designated spaces are liable to being removed by authorities, with an estimated 73.000 bicycles removed in 2013. At a cost of 70 euro per bicycle, this amounts to a cost of 5.110.000 euro in 2013 alone; a significant amount for the tax payer to incur. As a result, Amsterdam City Council have announced ambitious plans to counter the rampant problem of bicycle parking, taking advantage of the latest in technology to ensure Amsterdam sustains its position as a city of the future in every aspect.

One of the proposed ideas is a set of floating “islands” that could accommodate 2.000 bicycles each. The suggested locations for these “islands” are near the city’s Central Station, a notoriously difficult area to park bicycles. With the “islands” being on the water, this alleviates the need for expensive construction on city land, freeing up this space for other uses. The work on the islands is due for completion in 2020, and will alleviate a significant amount of the bicycle congestion around one of the city’s busiest major transport hubs.

The most impressive proposal will also be the most effective, with a mammoth capacity of 21.500 parking spaces. The enormous capacity is made achievable due to one incredible fact: it’s underwater. The parking complex will be situated under the IJ, also known as Amsterdam’s waterfront, and would provide a huge alleviation to the city’s congestion of bicycles around its Central Station. Further, the geography of Amsterdam is well-suited to the concept of underground construction, with the city’s canals resting on top of 30 meters of waterproof clay, which, when mixed with sand and concrete, could easily create a resilient and cost-effective solid structure.

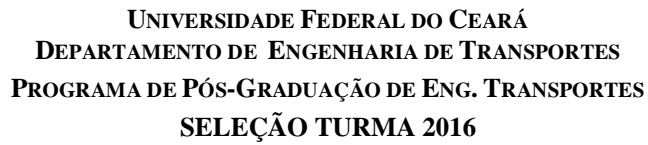
Initially, the underground garage would house 7.000 spaces, with plans to reach its final capacity of 21.500 by 2030. The garage would also be linked to the train and metro systems via tunnels, alleviating bicycle traffic itself from the surface. This would mean safer travel for both citizens on foot and those opting for two-wheeled transport. While this initial concept sounds ambitious and somewhat unrealistic at first, with a staggering 57% of Amsterdam’s population using their bikes daily, the need for further parking and a safe place to store bicycles has never been more essential.

The technology behind the underwater garage would combine sophisticated and efficient forms of bicycle storage, potentially styled on the likes of the ECO-cycle, an underground storage facility in Japan. The ECO-cycle has limited surface presence in the form of a booth, in which commuters can place their bicycle and, with the swipe of a special ID card, can have their bicycle whisked away below their feet. The underground workings of the ECO-cycle work like an industrialized vending machine, with a central crane-like mechanism responsible for the transportation and placement of the bicycles. This crane can rotate 360 degrees, allowing access to the full potential of its surroundings, which take the form of a series of ‘parking spaces’ where bicycles can be safely stored. While the ECO-cycle can only store 204 bicycles, it is no doubt a building block from which to create the framework for this lavish underground behemoth beneath Amsterdam.

This sub-surface construction is not the government’s only ambitious plan to make the most of the city at every level. 2008 saw a 7.4 billion euro plan unveiled that intended to create an underground ‘city’ comprising of over 1 million square feet of floor space, alleged to include retail, leisure, and parking facilities. This principle of building below the surface would significantly reduce the cost of purchasing property, as the space is much more widely available than that on the tightly crammed, slightly claustrophobic surface. The process for building this city would include initially draining the canals, so as to allow the canal floors to be properly sealed prior to commencing construction underneath them.

The country as a whole has seen gradual improvements to improve the safety and efficiency of cycling as a whole, particularly in Rotterdam – but this time, on the surface. From 2007-2011, the city set out a new cycling policy, aiming to get more residents in bicycles by making it a more attractive method of transportation, as well as by improving parking availability. A special fast-cycling-route was constructed between Rotterdam and Delft and included specially constructed pavements, with the route minimizing the impact on cyclists, including fewer junctions and needs to stop at traffic signals. Once opened, 28% of cyclists interviewed on the route were new to cycling, of them 4% used to travel by car. While initially only a small minority, the number of citizens taking advantage of fast-cycle-routes such as those between Rotterdam and Delft will no doubt grow.

It is evident that cycling holds a firm place in the future of the Netherlands, and in particular in busy cultural and business hubs such as Amsterdam and Rotterdam. The proposed plans would provide welcome relief to not only the cyclists of Amsterdam, but also its residents, with nuisance parking soon to be a thing of the past. These plans not only outline the solutions to fundamental problems, but also touch upon future-proof ideas that will keep up with the constantly evolving nature of one of the busiest cities in the world.



PERGUNTAS (respostas em **PORTUGUÊS**, escritas com caneta azul ou preta; utilize somente o espaço reservado para cada resposta – use o verso da folha apenas para rascunho):

- 1) Segundo o texto, a que estão sujeitas as bicicletas que estão estacionadas fora dos locais permitidos?
- 2) Segundo o autor, qual são os impactos econômicos causados por bicicletas estacionadas fora dos locais permitidos?
- 3) De acordo com o texto, quais são as principais propostas da prefeitura de Amsterdam para lidar com os problemas de estacionamento de bicicleta na cidade?
- 4) De acordo com o texto, qual é a principal vantagem de se construir ilhas de estacionamento sobre a água.

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- 5) Segundo o autor, qual é a proposta mais impressionante dada pela prefeitura de Amsterdam para mitigar o problema de estacionamentos de bicicleta na cidade?
- 6) Segundo o texto, por que Amsterdam é uma cidade propícia a construções subterrâneas?
- 7) Segundo o autor, quais são as vantagens de se conectar o estacionamento subterrâneo aos sistemas de trem e de metrô?
- 8) Que argumento o autor utiliza para contrapor a ideia de que projeto do estacionamento subterrâneo é ambicioso e irrealista?

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- 9) Segundo o texto, como funcionará o sistema tecnológico de estacionamento da garagem subterrânea?
- 10) Segundo a conclusão do autor, quais seriam os benefícios trazidos pela implantação das propostas da prefeitura de Amsterdam?

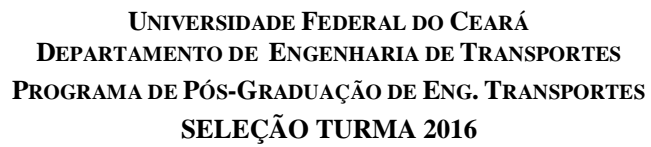


PROVA DE REDAÇÃO

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A tecnologia da informação tem originado serviços alternativos bastante atraentes, como o serviço de “carona compartilhada”, por meio do qual usuários solicitam e pagam por viagens ofertadas por proprietários de automóvel particular, e não por taxistas tradicionais. O serviço de carona compartilhada mais famoso, o Uber, desencadeou um movimento de taxistas em várias cidades do mundo. No Brasil, houve manifestações em praticamente todas as capitais, incluindo Fortaleza, para que o aplicativo seja proibido. O argumento dos que são contra o aplicativo é que se trata de prática ilegal do serviço de táxi. A empresa, por sua vez, diz oferecer uma forma diferente de transporte, que ajuda a diminuir os congestionamentos e gerar renda para as pessoas.

Utilize o espaço na página a seguir (mínimo de 20 linhas e máximo de 45 linhas) para redigir um texto dissertativo-argumentativo sobre a existência do serviço de carona compartilhada. Selecione, organize e relacione, de forma coerente e coesa, os argumentos do seu texto. **Utilize para a escrita somente caneta azul ou preta.**

[illegible]